AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A method of determining a driveline inertia resulting from an oscillatory speed effect in ~~at least one of a torsional acceleration and an inertia of~~ a vehicle driveline configuration comprising ~~the steps of~~ :

entering measurements for the vehicle driveline configuration into a graphical user interface program; and

determining a driveline inertia resulting from an oscillatory speed effect ~~an inertia~~ of the vehicle driveline based on the entered measurements, wherein the oscillatory speed effect is based upon, at least in part, a component angle of a universal joint.

2. (Previously Presented) The method of Claim 1, further including the step of selecting a representative vehicle driveline configuration from a plurality of driveline configurations prior to entering measurements of the vehicle driveline configuration into the graphical user interface program.

3. (Currently Amended) The method of Claim 1, wherein the graphical user interface program includes a corrective mode for enabling a user to interactively change the entered measurements of the vehicle driveline configuration ~~to determine one of the torsional acceleration and the inertia of the vehicle driveline configuration~~.

4. (Original) The method of Claim 1, further including the step of printing a worksheet to aide a user in entering of the measurements for the vehicle driveline configuration.

5. (Currently Amended) The method of Claim 1, further including the step of printing results from the determination of the driveline inertia ~~for the vehicle driveline configuration~~.

6. (Currently Amended) The method of Claim 1, further including the step of saving results from the determination of the driveline inertia ~~for the vehicle driveline configuration~~ as an image file.

7. (Currently Amended) A method of diagnosing and correcting driveline angles and lengths of components of a vehicle driveline~~, comprising the steps of~~:

selecting a representative vehicle driveline from a plurality of saved driveline configurations;

entering measurements of the vehicle driveline into a graphical user interface program; and

determining ~~an~~ a driveline inertia resulting from an oscillatory speed effect in ~~inertia of~~ the vehicle driveline based on the entered measurements of the driveline angles and lengths of the components; and

~~enabling a user to interactively change the entered measurements of the vehicle driveline to determine one of the torsional acceleration and the inertia of the vehicle driveline~~.

8. (Canceled)

9. (Original) The method of Claim 7, further including the step of printing a worksheet to aide a user in entering of the measurements for the vehicle driveline.

10. (Previously Presented) The method of Claim 7, further including the step of printing results from the determination.

11. (Previously Presented) The method of Claim 7, further including the step of saving results from the determination as an image file.

12. (Currently Amended) A method of determining an oscillatory speed effect in ~~one of a torsional acceleration and a driveline inertia of~~ a desired vehicle driveline configuration[[,]] ~~comprising the steps of~~:

selecting a vehicle driveline configuration from a plurality of driveline configurations;

entering measurement data for the desired vehicle driveline configuration;

determining ~~the~~ a driveline inertia resulting from an oscillatory speed effect ~~driveline inertia~~ of the desired vehicle driveline configuration based on the entered measurements; and

displaying a oscillatory speed effect ~~driveline inertia~~ of the desired vehicle driveline configuration.

13. (Currently Amended) The method of Claim 12, further including the step of enabling a user to interactively change the entered measurements of the desired vehicle driveline configuration to determine the oscillatory speed effect ~~torsional acceleration~~ of the vehicle driveline configuration.

14. (Previously Presented) The method of Claim 12, further including the step of printing a worksheet to aide a user in entering of the measurements for the desired vehicle driveline configuration.

15. (Currently Amended) The method of Claim 12, further including the step of printing results from the determination the oscillatory speed effect ~~driveline inertia~~ for the desired vehicle driveline configuration.

16. (Currently Amended) The method of Claim 12, further including the step of saving results from the determination of the oscillatory speed effect ~~driveline inertia~~ for the desired vehicle driveline configuration as an image file.

17. (Previously Presented) The method of Claim 1, further comprising selecting a representative vehicle driveline from a plurality of saved driveline configurations, wherein the

step of selecting includes comparing a picture of a selectable driveline configuration to the vehicle driveline.

18. (Previously Presented) The method of Claim 7, wherein the step of selecting includes comparing a picture of a selectable driveline configuration to the vehicle driveline.

19. (Currently Amended) The method of Claim 12, wherein the oscillatory speed effect ~~driveline inertia~~ is a drive inertia.

20. (Currently Amended) The method of Claim 12, wherein the oscillatory speed effect ~~driveline inertia~~ is a coast inertia.

21. (Previously Presented) The method of Claim 12, further comprising selecting a representative vehicle driveline from a plurality of saved driveline configurations.

22. (New) The method of claim 1, wherein entering measurements of the driveline configuration includes entering measurements of an angle of a first propshaft relative to a reference plane and an angle of a second propshaft relative to the reference plane.

23. (New) The method of claim 1, wherein determining the oscillatory speed effect of the driveline configuration includes determining the oscillatory speed effect of the driveline configuration based upon, at least in part, the inertia of a propshaft.

24. (New) The method of claim 1, further comprising

reconfiguring the driveline to a second driveline configuration;

entering measurements of the second driveline configuration into the microprocessor based program; and

determining an oscillatory speed effect of the second driveline configuration based upon the entered measurements.

25. (New) The method of claim 24, wherein entering measurements of the second driveline configuration includes entering measurements of an angle of a first propshaft relative to a reference plane and an angle of a second propshaft relative to the reference plane.

26. (New) The method of claim 1, wherein determining the oscillatory speed effect of the driveline configuration includes determining the oscillatory speed effect of the driveline configuration based upon, at least in part, the speed of a propshaft.

27. (New) The method of claim 7, further comprising enabling a user to interactively change the entered measurements of the vehicle driveline to determine one of the torsional acceleration and the inertia of the vehicle driveline.